

Lines of Travel.

# Oceanic Steamship Company

## TIME TABLE

The steamers of this line will arrive and leave this port as hereunder:			
FROM SAN FRANCISCO.		FOR SAN FRANCISCO.	
SIERRA	DEC. 11	ALAMEDA	DEC. 4
ALAMEDA	DEC. 21	SONOMA	DEC. 10
SONOMA	JAN. 1	ALAMEDA	DEC. 25
ALAMEDA	JAN. 11	VENTURA	DEC. 31
VENTURA	JAN. 22	ALAMEDA	JAN. 1
ALAMEDA	FEB. 1	SIERRA	JAN. 2
SIERRA	FEB. 12	ALAMEDA	FEB. 5
ALAMEDA	FEB. 22	SONOMA	FEB. 11
SONOMA	MAR. 5	ALAMEDA	FEB. 26
ALAMEDA	MAR. 15	VENTURA	MAR. 4
VENTURA	MAR. 26	ALAMEDA	MAR. 19
ALAMEDA	APRIL 5	SIERRA	MAR. 2
		ALAMEDA	APRIL 9

In connection with the sailing of the above steamers, the agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

## Wm. G. Irwin & Co., Ltd.

GENERAL AGENTS OCEANIC S. S. CO.

## Pacific Mail Steamship Co.

Occidental and Oriental Steamship Co. and Toyo Kisen Kaisha

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned.

FOR JAPAN AND CHINA.

DORIC	DEC. 10	PERU	DEC. 3
NIPPON MARU	DEC. 18	COPTIC	DEC. 16
PERU	DEC. 26	AMERICA MARU	DEC. 20
COPTIC	JAN. 4	PEKING	DEC. 27
AMERICA MARU	JAN. 11	GABIC	JAN. 3
PEKING	JAN. 18	HONGKONG MARU	JAN. 11
GABIC	JAN. 25	DORIC	JAN. 20
HONGKONG MARU	FEB. 1	NIPPON MARU	FEB. 8
CHINA	FEB. 14		

FOR GENERAL INFORMATION APPLY TO P. M. S. S. CO.

H. HACKFELD & CO., LTD. AGENTS.

## Canadian-Australian Royal Mail Steamship Company.

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY CO. between Vancouver, B. C. and Sydney, N.S.W. and calling at Victoria, B. C., Honolulu and Brisbane, are DUE AT HONOLULU on or about the dates below stated, viz:

From Vancouver and Victoria, B. C.

MIOWERA	DEC. 21	MOANA	DEC. 18
MOANA	FEB. 15		

Through Tickets issued from Honolulu to Canada, United States and Europe. For Freight and Passage and all general information, apply to

Theo. H. Davies & Co., Ltd., Gen'l Agents.

## American-Hawaiian S. S. Co.

DIRECT SERVICE BETWEEN

NEW YORK AND HAWAIIAN ISLANDS, via Pacific Coast.

S. S. OREGONIAN, 6,000 tons, to sail about Dec. 20.
S. S. CALIFORNIA, 6,000 tons, to sail about Jan. 20.
S. S. AMERICAN, 6,000 tons, to sail

Freight received at Company's wharf, 42nd Street, South Brooklyn, at all times. For further particulars, apply to

C. P. MORSE, General Freight Agent. H. HACKFELD & CO., Ltd. AGENTS, HONOLULU.

Business Men  
Can Save  
Many Hours

SEND YOUR  
BUSINESS ORDERS  
BY TELEGRAPH  
YOU CAN DO IT NOW

THE INTER-ISLAND  
TELEGRAPH COMPANY

Is transmitting messages to all the islands of the group except Kaula. MINIMUM RATE IS \$2.

Honolulu Office, 315 Fort St.

Be'ow Merchant.

TBL., MAIN 181.

Messenger will call for your message if desired.

Hawaiian Tramway's Time

Table.

KING STREET LINE.

Cars leave Waikiki for town at 5:45, 6:15, 6:45 A.M. and every 15 minutes thereafter till 10:15 P.M.

Cars leave Fort and King streets for Waikiki at 5:45 A.M. and every 15 minutes thereafter till 10:15 P.M.

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## Joyful News for Weak Men



To Men Who Have Been Robbed by Quacks. To Men who have lost Faith in Everything. To men who are weak and debilitated, not only from the effects of a drain upon the vitality, but from excessive drugging, from ruining the most delicate organs of the body with poisonous chemicals; to men whose faith in doctors and remedies of all kinds has been destroyed by the failure of every remedy that has been sold to all men who are sick of medicines which never cure, I say

Stop Drugging!

Stop Dosing Yourself.

Nature calls for new strength, and you will never be cured until you supply that strength.

This is not found in drugs, all of which are temporary stimulants. The real strength of the nerves and vital organs is electricity. That is what the body has lost, and what it must get back. My

supplies this. It is an absolutely positive cure for all forms of Nervous Debility, Loss of Memory, Loss of Impotency, Varicose Veins, Weak Stomach, and all those physical and vital Weaknesses, Confusion of Ideas, Kidney and allied complaints, Rheumatism, Sciatica, etc., etc. It has cured thousands every year after every other known remedy has failed.

FREE BOOK—I will send you my beautifully illustrated book with full information free. Write now. Don't delay.

Dr. M. H. McLaughlin, 702 Market St., San Francisco, Cal.

## Fruits are Palatable

AS WELL

As Healthful

With the Gale

STRAWBERRIES

The two-masted Yankee schooner

Western Ear, reconstructed from

the hulk of the wrecked British fore-

and-after A. Gibson, is drifting, water-

logged and lumber laden, somewhere

in the Gulf Stream, far east of Nan-

tucket. Her skipper, Lewis Stanton,

a tall, clean-limbed and modest young-

ster of Rockland, Me.; his mate, Wil-

liam Landry, and Arthur Willey, the

midshipmen, and the boat's tight and

the crew of the little coaster, arrived

here yesterday aboard the Portuguese

steamship, Peninsular, from Lisbon,

says the New York Sun. The crew

looks less than his age, sixteen, and

really would have been in knicker-

bokers if he had not come from sea-

faring stock, and had not decided, at

the track age, to become a roamer of

the frothy main. Besides being the

crew Arthur was the cook of the West-

ern Ear.

It is not a long trip from Calais, Me.,

to New Bedford, Mass., in ordinary

weather, but it was an interminable

one for the little coaster in a tempest.

She left Calais on November 7 with

163,000 feet of spruce lumber and

shingles and ran into stress the first

day out, when a comber came on

board, and catching up a part of the

deck, led it all on the crew, knocking

him, as he himself said, with a fine

show of nautical indifference, "into

the sea scuppers," a very proper place

for a crew to be knocked, according

to all the formulas. The crew got up

with the help of the mate and was

surprised and not altogether displea-

sured that he had a fine wound over

his right eye, which, it seemed likely,

eventually might develop a beautiful

scar.

The gale was right off the land, and

the Western Ear couldn't buck it. She

reared down and stood out to sea. Nig-

ger, the black and tan and something

else dog, was the only one of the ship's

company that complained. He isn't a

water dog, that is, when water is

swashing about the rate of a ton a

minute, and he lifted up his voice

and howled. But the gallant deman-

or of the crew had a reassuring effect

on him and he finally got his sea legs

and became as good a sea dog as ever

tried a quarter deck.

It was off Cape Cod that the West-

ern Ear started Europeanward before

the blast. On Sunday, after scudding

nearly a day, a great sea swept over

the small ship, tearing the boat from

the stern davits and carrying away

the water cases. The wind shifted to

the southwest, and the Western Ear

aged to shape a course toward the

coast. On Tuesday she was within

sight of Cape Cod light. Another frosty

northwester tore down on her and

drove her far to sea, carrying away

her rudder and forward stays. There-

after she drifted, helplessly broadside

to sea, until the Peninsular hove in

sight on Thursday morning, about 132

miles east of Nantucket.

Capt. J. A. Bettencourt of the Pen-

insular saw the ensign of the schooner

union down, flying in the rigging,

and he headed for her right away.

Meanwhile, the crew and the ship

and mate, not to mention the dog,

hadn't had anything to drink for four

and one-half days and they were natu-

rally anxious to be rescued. The crew

and mate and skipper had subsisted

on canned tomatoes, raw, not being

able to cook them, and the dog had

kept himself alive on canned salmon,

which the crew couldn't eat. To

quench their thirst captain, mate and

crew drank molasses and vinegar. A

few of this sort, the skipper said, was

all that kept them from starving.

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